A THE STR. STREETS PART AND THE

AUTOMOBILES

MERCEDES

DARRACQ

NAPIER

RICHARD: BRASIEA

F.IAT.

ADMISSION 508

Darracq

Mercedes Mors

Clement Bayard Decauville

Napier Panhard Renault RogbetSchneider

Melting Fast.

to see the old year out, and some golfing in

two large dinner parties at the clubhouse

AUTOMOBILES

PANHARD

F. I. A. T.

Westinghouse

Puegot

Martini De Dietrich

Hotchkiss De La Haye Richard Brasier C.G.V.

#### FIRST TUNNEL OF THE KIND TO CROSS AN OPEN HARBOR.

An Important Link in the Street Car System of Which Boston Is Proud-How the Rapid Transit Problem Has Been

Solved at the Hub-Subways Opposed. Boston, Dec. 31,-Boston has just opened to travel the first tunnel constructed by an American city to take the lines of its street car system under the water of an open harbor. It connects the mainland of the old Shawmut Peninsula, on which the business part of the Hub is built, with East Boston, still known familiarly by its Colonial name, Noddle Island, and is a mile and four-tenths long.

The tube contains two tracks equipped for the overhead trolley service employed on the surace lines of the Boston Elevated Railway, for at its suburban end the tunnel cars run on the regular street tracks. It is 24 feet in width and 22 feet from floor to roof, and its walls and arch are constructed entirely of concrete. It is the first tunnel

in which that material alone is thus used. The cost has been about \$3,000,000, said t has taken about four and a half years to complete the work.

In Boston the opening of the tunnel to travel is regarded as important mainly because it is a step in the progress of the New England metropolis toward the most comprehensive system of rapid transit that any American city has. It marks the completion of another of the great arteries of traffic which have been planned to take care of the expected growth of population and is part of the great general scheme of the Boston Elevated Railway Company, which operates all the local street car lines except a suburban line or two from the north.

Bostonians like to believe, and they apparently have reason for so believing, that this system makes it possible to travel further and more comfortably for a nickel in their city than is possible arrywhere else in the world. As any New York visitor knows, there are a good many things that differentiate the rapid transit system in New York very sharply from that here.

To say nothing of the general character of the service, probably the most important difference is that Boston has an essential unity in the layout of its entire network of transportation lines. In spite of the irregularity of the crooked streets and the vast collection of unrelated suburbs that have grown up in every direction, the engineers of the Boston elevated have devised a mathematical plan such as might have been adopted in the case of a prairie city laid out for the first time.

The scheme of the street car lines is, in ssence, somewhat similar to the arrangement of streets which Major L'Enfant worked out for Washington. It consists of a circle surrounding the congested part of the city by means of a subway on one side and of an elevated road on the other, with outlets at both ends of these roads and from either side of the traffic centre.

Three of these trunk lines between the congested district and outlying distributing points are now complete, the East Boston tunnel being the latest to be opened. Two of them, running north and south, the one to Sullivan Square, Charlestown, and the other to Dudley street, Roxbury, were built as overhead roads and have been in operation three years. The fourth is the rapid transit line to Cambridge, which is to be underground in Boston and elevated on the other side of the Charles River, and is to be constructed as soon as the completion of the new West Boston bridge, now nearly finished.

to be built, outside of the limits of the conadvantageous in the crowded retail and office from Brooklyn. building district, long ones are undesirable anywhere, being dangerous to public health.

in the heart of the city there is now building a tunnel under Washington street, the main artery of Boston business, that will trains, which, when it is ready, will be withcirawn from the present Tremont street which it was originally built.

As direct feeders to the trunk lines that tap the central circuit are the many surface the whole of eastern Massachusetts. In most instances they make direct connection with the elevated-subway trains by being brought into the same terminal stations, so that the passenger makes what is called a bodily transfer. That is, he walks across a platform from one car to another without being under the necessity of presenting any ticket or check

the liberality of the operating company in the matter of free transfers are no doubt responsible for much of the good feeling that exists on the part of the public toward the elevated management. The contentment of Bostonians with their form of rapid transit is also very largely due to the fact that one company has the transportation service of the metropolitan district in its charge, except for one suburban

The business of street railroading in from legislative enactments that it repreownership and State supervision. The Boston Elevated Railway Company, for example, on the one side, is protected round-up on a kind of penny in the slot from meddlesome interference and political machine that has recently appeared in raids, and on the other is under distinct obli- some of the stores of the East Side. gation to the State Railroad Commission to

general, as the Railroad Commissioners have expressed it in their reports, is that competition in the great public utilities is uneconomic and wasteful and that it is best always to establish a monopoly, define its privileges and duties very carefully, and hold it responsible for producing satisfactory results. It is the testimony of practically everybody with whom you talk in Boston that the theory in this instance has worked out very satisfactorily. No corporation anywhere, perhaps, has ever been more successful in acquiring the asset of

public good will. The Massachusetts Legislature has devised very stringent provisions against stock watering, so that a company like the are many more machines on the East Side Boston elevated is known to be paying and that they intend to get them. dividends on none but actual paid in capital. This particular company, furthermore, is legally prohibited from paying in dividends more than 8 per cent. annually on its in- there is to be constructed a mausoleum vested capital, and voluntarily agreed to a with crypts patterned after the plan of

capitalists who have invested money in an important stree' railway enterprise, gives assurance that the management, in case the earnings are large, will spend money

for the betterment of the service. Even the modest return upon capital invested to which the Boston elevated company is legally entitled if it can make its service to that degree profitable has never been fully realized. Since 1898, when the new road succeeded the old West End Street Railway, the earnings have averaged a little more than 5 per cent-a rate of interest that is certainly very moderate in the case of a company operating in a rich, populous

The new East Boston tunnel, like the subway, is owned by the city, was built by a transit commission composed of Boston itizens and is leased to the Boston Elevated Railway Company for a term of twentyfive years. According to the terms of the lease, the rental is an annual sum equal to three-eights of 1 per cent. of the gross receipts for each year of all lines owned,

leased or operated by the company. In addition to the regular fare each passenger going in either direction must pay a toll of 1 cent, which the company, as of a trip to or from Noddle Island is no greater than by ferry, as the toll on one of the city boats is a cent for each passenger. The running time of the cars through the tunnel will average about six or seven minutes, a saving to passengers over the old method of from twenty to twenty-five

The tunnel runs from Maverick Square, East Boston, to Scollay Square, in the city proper. The length of the harbor section is 2,700 feet and the depth of earth between the top of the tunnel and the harbor bed is about 20 feet. The minimum of earth over the bore after the harbor has been dredged to 40 feet depth will be about 5

The section under the harbor is said by engineers to be almost perfect, the leakage being only eight gallons a minute, whereas the leakage in the Mersey tunnel in Liverpool is said to be 8,000 gallons a minute. The tunnel is thoroughly ventilated by means of a duct that runs through the upper part of the bore connected with electric fans.

There are three passenger stations in connection with the tunnel-Court street station, with entrances at the old court house and from the Scollay Square subway station; the Devonshire street station, at the rear of the old State House, and the Atlantic avenue station. The last station, which is not completed, will be equipped with four large passenger elevators.

Cars leaving the city side gradually descend a grade until they reach the harbor section, where the roadbed is level, Upon reaching the East Boston side cars shoot up a fairly steep incline to Maverick Square and thence proceed to Chelsea, Winthrop Beach, or whatever may be their destina-

#### WOULD REMEDY BRIDGE CRUSH. Borough President Littleton Appoints Com-

mittee to Weestle With Problem Borough President Littleton of Brooklyn yesterday appointed a committee of twentyfive prominent and influential Brooklynites to consider the problem of getting relief from the intolerable congestion at the Manhattan end of the bridges. In his letter to the men appointed President Littleton writes:

"To find a way to avoid the cruel crowding to people at the New York end of the Brooklyn Bridge has engaged the energy of men both in and out of office for several years. A like evil is growing rapidly on the Willliamsburg Bridge. It is not a time nor occasion for a crusade of criticism or comgives the company the logal right to ask for | plaint, but rather for patient, persistent and | plaint, but rather for patient, persistent and cooperative labor. The plans already under way by the Bridge Department will doubtless afford a measure of relief, but I am quite convinced that if the Rapid Transit the fet.

Nov. 26—George Kertchka shot at Archbald by the wife of a saloonkeeper.

Nov. 26—Greene Kertchka shot at Archbald by the wife of a saloonkeeper.

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Nov. 26—Greene Kertchka shot at Archbald by many the word of service and not long after that he received a wound that caused the amputation of his right arm. Last fall, while hunting, he was shot in the leg, but that didn't bother rize murdered at Carbondale by members of the convention of his right arm. Last fall, while hunting, he was shot in the leg, but that didn't bother rize murdered at Carbondale by members of the left side, and not long after that he received a wound that caused the amputation of his right arm. Last fall, while hunting, he was shot in the leg, but that didn't bother rize murdered at Carbondale by members of the left side, and not long after that he received a wound that caused the amputation of his right arm. Last fall, while hunting, he was shot in the leg, but that didn't bother rize murdered at Carbondale by members of the left side, and not long after that he received a wound that caused the amputation of his right arm. It may be said that the East Boston | der way by the Bridge Department will tunnel is the only piece of underground con- doubtless afford a measure of relief, but I struction that has been built, or is likely am quite convinced that if the Rapid Transit Commission has the power to deal with the gested district, for it is the theory of the | increasing traffle from New Jersey it has a like power to deal with the increasing traffic

"The point of our trouble is not Fort Hamilton, nor the Battery, nor Atlantic For further accommodation of traffic avenue, nor Joralemon street, but it is exactly at the New York end of our bridges. Two expensive bridges have been built and a third is under way. Why should we be given over wholly to the use of elevated | wait for a tunnel when these bridges, rightly used, will give us the relief? I have decided to appoint a committee of twentysubway, the pioneer construction of its five citizens and ask them to meet at my kind in the United States, leaving that once | office and organize for the purpose of resomore for the sole use of surface lines, for | lutely setting themselves to the task of dealing with these acute conditions at the New York end of the bridges."

The committee includes Dr. Joseph J. O'Connell, Andrew D. Baird, Hiram R. Steele, Bernard Gallagher, William Cullen Delaney Steele, Bernard Gallagher, William Cullen Bryant, William N. Farman, W. A. Porter, Frank A. Sells, A. D. Maithews, Howard M. Smith, Frederick W. Wurster, Clinton L. Rossiter, Arthur Gibb, Abraham Abraham, John McNamee, Nathaniel H. Levi, I. S. Remsen, Col. William Berri, Col. William Hester, Julian D. Fairchild, Daniel P. Morse, Theodore F. Miller and Frank Balley.

President Littleton said: "It will be the purpose of the committee to urge upon the Rapid Transit Commission the construction."

Rapid Transit Commission the of a loop connection between the two bridges in Manhattan in order that a continuous service may be given. We have now four tracks on the Brooklyn Bridge and six on the Williamsbridge Bridge, and these are equivalent to five tunnels like the one being put through Fulton street. It is for the purpose of insisting on the use of these tracks to their full capacity that this committee is appointed."

The committee will hold its first meeting next Wednesday afternoon.

#### Massachusetts has received such a status AFTER GAMBLING SLOT GAMES. Penny May Win a Nickel's Worth of Candy -Gerry Society Objects.

The Gerry society is making a general

When the penny is dropped in the slot it has to fall over a board set with pins, | More Work Done and on a Bigger Scal In fact, the Massachusetts theory in at the hottom of which are compartments marked 1, 2, 3, 4 and 5. If the penny falls into 1, the boy or girl gets a nominal cent's worth of eandy. If to 2, two cents worth, and so on. But the penny never will fall to 5, seldom to 4 and generally to 1 .- Although the player must always get his penny sworth, yet the agents of the society say that there is enough element of chance about the game to class it among gambling

As a result of the raid four persons were brought before Magistrate Cornell in Essex Market court yesterday and held in bail for examination. They were Ida Danne of 103 Willett street, Annie Spritzer of 84 Columbia street, Süllivan Consepolsky of 79 Columbia street, and Hyman Barnikaw of 414 street and Hyman Bernikaw of 411 Grand

Mausoleum Patterned After Westminster. CHICAGO, Dec. 31. In Montrose Cemetery provision in its charter that if dividends in excess of 6 per cent. should ever be paid an amount equivalent to the excess should be paid to the cities and towns of the combinatity served.

Such an except while it excess the complete of the months of the excess the complete of the months of the complete of the comple

## TWELVE MURDERS IN 6 WEEKS

ASTONISHING CRIME RECORD IN AND NEAR SCRANTON.

So-called Mafia or Black Hand of the Italians Responsible for Many of Them -Band of Foreigners Extorting Money

From Their Fellow Countrymen. WILKESBARRE, Dec. 31 .- A carnival of crime which has prevailed in Lackawanna county during the last six weeks has resulted in no less than twelve murders, while fifteen persons have been shot or stabbed in an effort to kill them. Besides these there have been four suicides and so many cases of brutal and vicious attack that the | ting was done. The opinion is the outcome police have not kept a record for the entire county.

In the majority of these cases the foreigners were the victims and the murderers, the Italians playing a large part in the shedding of blood, but there were also Amerio ins among the killed and killing. The police attribute several of the murders and many of the cases of wounding to the effort to agent for the city, will collect. The cost expel members of the Italian society which is violated by the keeping of a resort for has been extorting money from the Italian workmen in and about Carbondale. This society, called for want of a better name the Mafia, or the Black Hand, has members in every Italian settlement, who regularly each month make their fellow countrymen pay tribute, threatening them with death or injury if they do not or if they complain to the police.

To enforce this fear there have been several murders. Recently several well known Italians organized the St. Joseph's Protective Association and have since been aiding the police to arrest or drive members of the Black Hand out of the region.

Other murders are due to drunken fights among the foreigners who, in late years, have flocked to this region in great numbers and who have little fear of the law. In many cases the guilty ones escape because there is little desire on the part of those who might give evidence against them to go into the courts. The police find it so hard to deal with such cases that they rarely get the attention they deserve. In the smaller towns and villages there is seldom a paid police force, the constables get only a small fee, and a poorly paid county detective has usually so many cases to look after that he cannot give proper attention

Lackawanna is a county of 194,000 population, with Scranton, having 105,000 population, dominating it, and Carbondale, a city of 14,000. In these cities or their sub- | stature urbs, usually in well populated districts, most of the crimes have occurred. The police are doing the best they can. Some the proportion of arrests to the number of crimes is small. The police force is inadequate, both in the cities and villages.

The condition which has existed during the last six weeks is not normal. In the entire year preceding it there were only four or five murders, while in the adjoining county of Luzerne, with a larger population, there were in the entire year only a murders, two of which occurred this Dec. 27 and Dec. 28, and in only two of these were the murderers foreigners.

The six weeks list of the most serious crime in Lackawanna county is:

Nov. 14-Unidentified Polish woman shot christening party.

ov. 16—Paschal Cerri shot by two Italians arbondale, supposed to be the work of

Maria.
Nov. 18—Joseph Stern of Scranton seriously wounded his wife and then killed himself.
Nov. 20—Francisco Favasuli mysteriously murdered in Nay Aug Park.
Nov. 20—Joseph Romanillo stabbed to death at Dunmore by Salvatore and Domenico olongo. Nov. 25—Thomas Ford shot at Old Forge a chicken thief while protesting against

while aiding police to arrest one of eir number.
Dec. 7—C. 3. Shaffer murdered at Dickson ty after being robbed.
Dec. 14—Arthur Lewis of Scranton found tha builet hole in his head in Brown Hollow.
Dec. 16—Peter Senio and Kafkafky Azonezyk shot at Mayfield by Asperlo Malouf, wio died later.
Dec. 21—Unidentified foreigner shot and bed during a druken brawl at Lacka-

killed during a drunken brawl at Lackainna.
Dec. 22—Policeman Welles Hockenbery of tranton shot by a chicken thief.
Dec. 23—Chief of Police Charles Krebs dd Charles McMahon seriously stabbed Thropp while trying to arrest foreigners.
Dec. 26—Mrs. Nick Madage mysteriously of at Carbondale.

Dec. 26—Mike Reggie shot and wounded bec. 26—Mike Reggie shot and wounded tally in Scranton by Louis Morreo.

Dec. 27—Frank Mosaliski shot during a Dec. 27—Frank Mosaliski slov decisions fight at Dunmore.
Dec. 27—Frank Woroskys shot and seriously wounded at Jessup by Jeorge Gordon.
Dec. 28—Furshania Pollano shot and killed during a fight at Old Forge.
Dec. 29—Jeorge Jones of Dunmore shot d killed during a quarrel with Joseph

#### THE ECLIPSE OF MAN Talked About and Celebrated at a Session of Woman's Club Presidents.

Mere members hadn't a show the Waldorf yesterday afternoon. It was Presidents' day. Unless you were a president, you couldn't say a word. Of course, all the presidents (there were ten on the platform) talked about the progress On Dec. 13 Oldfield cut loose his car on the and C. E. Van Duhn. of women, especially literary women.

Charlotte B. Wilbour, she said that woman seemed to be man's superior, and had been ever since the days of Adam and Eve. "Even the portraits show that," said she with a convincing smile. Everybody in the audience applauded, except the two men and

Mrs. Carrie Chapman Catt, president of the Interurban Equality Council, said: "We are getting beyond the man question; we are getting to the point where men and men are considered equal in every ques-To the Rev. Phobe A. Hanaford, president of the club, were presented two por-

TENEMENT BUREAU'S YEAR.

# Than Under the Low Regime.

Tenement House Commissioner T. C. '. rain's annual report, sent yesterday t Mayor McClellan, shows that the work of that department has been carried out on larger scale than in 1903, when Robert W. De Forest ran the department. The number of violations of the new law reported was 84,933, against 60,439 in the preceding year. It is shown that in the Thirteenth ward bounded by Rivington, East, Grand an Division and Norfolk streets, there are 87 tenement houses, containing 12,008 apart ments, and in these last year there were 187 deaths from tuberculosis and 516 from contagious diseases. In all but seven blocks in the ward there was one death or more Ziegler Guard Shot and Killed.

CARLYLE, Ill., Dec. 31 .- Ex-Circuit Cler Hanchoff to-day received a telegram in forming him that his son, William, em ployed as a guard at Ziegler, had been sho

### Ice Too Soft for Curiers.

The annual curling match between th North and South of Scotland for the Da paid to the cities and towns of the comtownsity served.

Such an arrangement, while it protects

Binounced by A. Kircher, president of the Montrose Cemetery Association. The cemetery officials believe that the erection of so expensive a structure will serve to increase the demand for other burial plots.

The Caledonian C. C. Yonkers C. C. and Thistie C. yesterday, and they divided up and a fe scratch matches were played on short ice.

CAN'T TELEGRAPH A BET. Justice Pitney So Interprets the New Jersey Law.

TRENTON, N. J., Dec. 31 .- Justice Pitney to-day filed an opinion in the Supreme Court which holds that the telegraphing of bets on horse races in this State, even into another State, is contrary to sections 50 and 65 of the Crimes act. The opinion was given in the case of Mark Ames, who was manager of the Old Dominion Telegraph Company, office at Atlantic City. Ames was charged with violation of the Crimes act because of his having telegraphed a money order bet from Atlantic City to the Benningsracetrack. This act, Justice Pitney holds, constituted the keeping by Ames of a place where betof habeas corpus proceedings instituted for the relief of Ames. The syllabus of

Justice Pitney's opinion is as follows: Section 65 of the Crimes act of 1898, which prohibits the keeping of a place within the State to which persons may resort for pool selling or bookmaking or for betting upon the event of any horse race, either within or without the State, or for gambling in any gamblers whose wages are made by means of telegraphic communication with persons outside the State, although the latter be not violating their own local laws in accepting In order to constitute a violation of Section

65 it is not necessary that both parties to the betting transaction should be within the

Section 65 is not in conflict with the inter state commerce clause of the Federal Con-stitution, although the section may incidentally operate to prevent interstate wagers by telegraph.

SHERIFF USED BLOODHOUNDS. Leads to the Arrest of a Man for Attacking Two Women in Alexandria.

ALEXANDRIA, Va., Dec. 31 .- By the use of bloodhounds, Sheriff Palmer of this county succeeded early this morning in tracing and arresting the supposed assailant of Miss Esther Peverill and Miss Beulah Ebaugh, the two young women who were attacked near Arlington Junction on Thursday

The trail led to a small hut near the scene of the assault and the officers arrested a young white man, who says he is John Dempsey, the son of a Washington grocer. The young women were unable to tell in the darkness whether their assailant was a negro or a white man, and to-day, when brought before Miss Ebaugh, she only partly identified him on account of his

Miss Peverill was so badly beaten and in such a nervous condition that the physicians to-day refused to permit the officers to bring f the murderers have been arrested, but Dempsey before her. He was placed in the county jail until Miss Peverill recovers sufficiently to stand the ordeal.

Dempsey asserts his innocence, but his face bears scratches that might have been made by finger nails. He has been employed in the brick works near the scene of the assault, but little is known of him.

BULLET-PROOF YOUTH.

Young Sawtelle Has Been Shot Five Times and Still Survives.

BANGOR, Me., Dec. 31.-Arthur Sawtelle aged 20, son of Mrs. Caroline Sawtelle of Oakland, appears to be bullet proof, for he s now recovering from his fifth serious wound. His first injection of lead was about ten years ago, when by the accidental discharge of a revolver he was shot in the head. The bullet entered just under the right eye, and, although it has never been removed, the wound healed and he has never experienced any ill effects from it.

A few years later Sawtelle was shot in the left side, and not long after that he rebullet was soon recovered.

His last accident occurred a few week ago, when he went to visit his cousin, William Fisher. The two were cleaning some revolvers, and Fisher snapped one, supposed to be empty, at Sawtelle. It was loaded, and Sawtelle now has a second bullet in his head, which, thus far, the surgeons have not been able to find. He is likely to recover completely.

#### OLDFIELD AND AUTO RECORDS. Champion Now Has All World's Track Times From One to Fifty Miles.

Whether or not his claim for the mile in 51 1-5 seconds is allowed, Barney Oldfield yow holds all the world's automobile track accords from one mile to fifty. If the 514-5 record of a mila in 55 4-5 seconds will come

to the top again.

A couple of weeks ago Oldfield held ali the track records from one mile to twenty.
Inclusive, excepting the nine mile record.

Stant Mrs. Walter Wood, Jr., Mr. and Mrs. Charles H. Stant Mrs. Cha The nine mise record was held by Basle, while the twenty-five and fifty mile records respectively. Then Barney began to whiz about on the tracks of California. Whenever there is any track record floating about and not in his possession Oldfield is like the youngster of the advertising pictures in the bath tub with a cake of soap. He is after it and won't be happy till be gets it.

On Dec. 13 Oldfield cut loose his car on the were to the credit of Kiser and Gorndt, at respectively. Then Barney began to whiz the Woman's Press Club meeting about on the tracks of California. Whenever

In the talk of president of Scrosis, Mrs. | track at Fresno, Cal., and captured all the barlotte R Willows she said that | records from twenty miles to fifty. Then he | Seven cards were to be carded the cards are carded to the cards were to be carded the cards are carded to the cards were to be carded the cards are carded to the car was pretty well fixed, even for a champi speed vender and record maker. Still, that Dyker Meadow Golf Club. The scores were

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	27	25 36 3-5		
	28	.26 37 4-5		
	29	27 38 2-6		
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	45	43 30 1-5		2
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th	47.000 0 - 0 0	45 30 3-5		
C.	48	46 32 1-5		- 8.
W	40	47 37 1 3		100
	838	46 40 1-5	*	- 44

Winter Doings on Nearby Links-Snow w is fast disappearing from the links about the city, and unless there is a fresh

fall there should be fairly good golfing for to-morrow's events. There were dinners and dances at many of the clubs last night, the afternoon. The new skating pond at Baltusrol went into commission, and the toboggan slide, which affords a coast from the home green almost to the first green, also afforded entertainment. There were Louis Keller was the host at one, with Mr. and Mrs. Walter Wood, Jr., Mr. and Mrs. Stout, Mrs. Draper Clark, Mr. and Mrs. T. H. Powers Farr, Mrs. Henry Hisbrook, J. T.

Thompson, Charles Ives and John Du Fais

Seven cards were returned out of fifteen starters in the handicap yesterday at the

a passage with the main locker rooms, improves the view of the clubhouse on the approach side in a marked degree. On the inside measurements the wing is 48 by 35 feet, and each court is 17% by 32 feet. They are overlooked by a spectators' gallery, arranged on the plan of the declars end in a rennis court, and are an improvement over the railery in tiers usually put up.

Informal curing was in order at the St. Andrews Golf (tub yesterday, and the members will now practas regularly for their match on Jan a with the Youkers Curling Club. The hill holes were in good condition for golf, and those who played them included Messrs. Thomas, Allen, Tappan Wilson and Dr. Gottscheldt. A shooting fox has been built in the old orchard near the home green and equipped with traps, which will be used this week for the first time.

Horace Pawlies, open champion of 1895 and professional at the Springhaven Golf Club, sailed yesterday on the steamer Trinidad for Bermida, for his second season at the Hamilton Golf Club, Rawlins says that the residents and visitors include some very good coffers and that there is plenty of play at Hamilton throughout the winter.

There is very little snow on the links of the Westchester Golf Cinb, and the com-petition at handicap medal play for the cup presented by A. D. Compton will be held

PINEBURST, N. C., Dec. 31.—Two special golf tournaments were the features of the week. First, a medal play subscription

for trophies presented by F. W. Kenof New York. T. B. Cotter of Winer, Mass., whose handicap was 36, and
Wallace of Brooklyn, whose handicap
for the two best gross scores in the
iption handicap, with cards of 84 and
respectively. Other scores were as

101, 14-87; J. P. Kellogg, 94, 6-88; R. Deforest
Lyons, 100, 12-88; Andrew Shiland, 102, 14-88; R. M.
Lyons, 100, 12-88; Andrew Shiland, 102, 14-88; R. M.
Lyons, 100, 12-88; Andrew Shiland, 102, 14-88; R. M.
Lyons, 100, 12-88; Andrew Shiland, 102, 14-88; R. M.
Lyons, 100, 12-88; Andrew Shiland, 102, 14-88; R. M.
Lyons, 100, 12-88; Andrew Shiland, 102, 14-88; R. M.
Lyons, 100, 12-88; Andrew Shiland, 102, 14-88; R. M.
Lyons, 100, 12-88; Andrew Shiland, 102, 14-88; R. M.
Lyons, 100, 12-88; Andrew Shiland, 102, 14-88; R. M.
Lyons, 100, 12-88; Andrew Shiland, 102, 14-88; R. M.
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Lyons, 100, 12-89; Andrew Shiland, 102, 14-88; R. M.
Lyons, 100, 12-89; Andrew Shiland, 102, 14-88; R. M.
Lyons, 100, 12-89; M. M.
Lyons, 100, 12-89; M.
Lyon handicap, and, second, an invitation tournament for trophies presented by F. W. Kenyon of New York. T. B. Cotter of Winchester, Mass., whose handicap was 36, and G. R. Wallace of Brooklyn, whose handicap was 35, were the winners for the two cups offered for the two best gross scores in the subscription handicap, with cards of 84 and 85 and respectively. Other scores were 48

follows:

M. B. Brynes, New York, 108, 20—88; S. Eisman, New York, 108, 18—90; W. J. Hyde, Brooklyn, 100; 9—91; R. Hyde, Brooklyn, 100, 9—91; H. W. Priest, Swampscott, Mass., 19.18—92; J. M. Briggs, Possale, N. J., 112, 20—92; A. G. Warren, Buchester, 127, 23—92; C. M. Brett, Hudson, Mass., 96, 38—93; G. L. Ruicht, Philadelphila, 105, 10—93; S. R. Vickers, Baltimore, 134, 18—90; H. R. Mallinson, New York, 118, 22—96; F. A. King, Northboro, Mass., 147, 20—97, A. I. Creamer, North Conway, N. H., 199, 7—102, H. W. Cost, Boston, 18, 29—11; Mrs. M. B. Brynes, New York, 152, 33—117; J. V. Hall, Pittsburg, Pa., 153, 20—133; John R. Takit, Baltimore, 153, 18—125; Mrs. H. R. Mallinson, New York, 179, 42—187.

Exhibiting 1905 Models

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MERALD SQUARE EXHIBITION HALL

**NEW YORK CITY** 

From January 11th Until January 24th

IMPORTERS AVTOMOBILE

Probable Rejection of Auto "Records." It was learned yesterday that in all probability neither the record of 52 4-5 seconds for a mile, made by Earl Riser at Cleveland last summer, nor the record of 51 1-5 seconds for the same distance made by Barney Oldfield at Denver in November, will be accepted by the racing board of the American Automobile Association. Chairman Arthur Pardington of the racing board said yesterday that there timing in connection with those records. niles and the times did not all agree it would be undesirable for the board to accept as records any time which could be questioned, records any time which could be questioned, even by a fraction of a second. He did not any officially that the records would not be allowed, but the inference was plain enough as to wnat will happen when there is a meeting of the racing board.

If these claims for records are rejected the one mile track record will revert to 55 4-5 seconds, made by Oldfield in 1903.

Foreign Autoists on Their Way Here.

Reports received from the steamship companies indicate that there is to be a considerible exodus from Paris of automobilists, who are coming to this country to attend the importers' "salon" and the national auto-mobile show here and the various meetings mobile show here and the various meetings and social functions which are scheduled for the month of January. Among those who booked to sail on the French liner Tournine from Havre yesterday were the Count de Biron and E. Voigt, Louis Renault, A. Clement, E. Lamberjack, Paul La Croix, Clovis Bertrand and Weigel, the 2,000 mile English non-stop record holder; Henri Fournier, the renowned Parisian driver; C. L. Charley, Baron de Turkheim, George Du Cros Baron de Caters and S. Marguezzi.

## DR. KANE'S RETURN



hard work and study in the Hospitals of France and Italy, Dr. Kane has returned to his New York office and will be glad to see old as well as new patients. Dr. Kane, during his absence, has succeeded in discovering several new speoifics for Diseases of Men, that will make his already successful methods still more successful. In fact, Dr. Kane, can now positively assert that he does not believe that there exists to-day a single case of

LOST POWER in Men, in any form, that

he cannot cure promptly and at a reasonable fee. Varicocele, Hydrocele, Stricture, &c., &c., yield with the utmost quickness and certainty to Dr. Kane's well known

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DR. H. H. KANE, 136 W. 34th St., N.Y. City